

# TYPE III DEVELOPMENT & ENVIRONMENTAL REVIEW, STAFF REPORT & RECOMMENDATION

Form DS1402



**Project Name:** KRAMER SOUTH SUBDIVISION

**Case Number:** PLD2004-00068; SEP2004-00124; VAR2004-00017

**Location:** 4309 NE 92<sup>nd</sup> Street

**Request:** The applicant is requesting to subdivide an approximate 2.6-acre parcel into 15 single-family residential lots located in the R1-6 zone district. The applicant is also requesting a variance to reduce the garage setback from the temporary turn-around for lots 11 and 12.

**Applicant:** Kimball Hill Homes  
6014 NE 124<sup>th</sup> Court  
Vancouver, WA 989682  
(360) 546-5357

**Contact Person:** Minister & Glaeser Surveying, Inc.  
Attn: Nicolle Sicilia, Project Planner  
2200 E. Evergreen Blvd.  
Vancouver, WA 98661  
(360) 694-3313; (360) 694-8410 FAX  
E-mail: [nss@mgsurvey.com](mailto:nss@mgsurvey.com)

**Property Owner:** Richard & Valerie Hooks  
4309 NE 92<sup>nd</sup> Street  
Vancouver, WA 98665

## **RECOMMENDATION** **Approve subject to Conditions**

**Team Leader's Initials:** \_\_\_\_\_ **Date Issued:** October 20, 2004

**Public Hearing Date:** November 4, 2004

## County Review Staff:

	<u>Name</u>	<u>Phone Ext.</u>	<u>E-mail Address</u>
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<b>Engineering Supervisor:</b> (Trans. Concurrency):	Steve Schulte P. E.	4017	<a href="mailto:Steve.Schulte@clark.wa.gov">Steve.Schulte@clark.wa.gov</a>

**Comp Plan Designation:** R1-6

**Parcel Number(s):** Parcel Number 97382-000 located in the NE Quarter of Section 1, Township 2 North, Range 1 East of the Willamette Meridian

## Applicable Laws:

Clark County Code Sections: Title 15 (Fire Protection), Title 24 (Public Health), 40.220.010 (Single-Family Residential Districts), 40.350 (Transportation and Circulation), 40.370 (Sewer and Water), 40.380 (Stormwater and Erosion Control), 40.540 (Land Division), 40.550.020 (Variances), 40.570 (SEPA), 40.610 (Impact Fees), and RCW 58.17.110.

## Neighborhood Association/Contact:

NE Hazel Dell  
Bud Van Cleve, President  
1407 NE 68<sup>th</sup> St.  
Vancouver, WA 98665  
(360)-695-1466

## Time Limits:

The application was determined to be fully complete on August 23, 2004 (Ex. 10). Therefore, the County Code requirement for issuing a decision within 92 days lapses on November 23, 2004. The State requirement for issuing a decision within 120 calendar days, lapses on December 21, 2004.

## Vesting:

An application is reviewed against the subdivision, zoning, transportation, stormwater and other land development codes in effect at the time a fully complete application for preliminary approval is submitted. If a pre-application conference is required, the application shall earlier contingently vest on the date the fully complete pre-application is filed. Contingent vesting requires that a fully complete application for substantially the

same proposal is filed within 180 calendar days of the date the county issues its pre-application conference report.

A pre-application conference on this matter was held on May 27, 2004. The pre-application was determined to be contingently vested as of May 3, 2004.

The fully complete application was submitted on August 2, 2004 and determined to be fully complete on August 23, 2004. Given these facts the application is vested on May 3, 2004.

Transportation concurrency is based on a first come, first serve basis. If there is sufficient remaining capacity on the roadways that will serve the subject development, the project will be approved for concurrency. Vesting for transportation concurrency (i.e., reservation in the concurrency line) is established at the time the fully complete application was submitted. Therefore, this application vested for concurrency on August 2, 2004.

There are no disputes regarding vesting.

### **Public Notice:**

Notice of application and public hearing was mailed to the applicant, NE Hazel Dell Neighborhood Association and property owners within 300 feet of the site on September 3, 2004. One sign was posted on the subject property and two within the vicinity on October 20, 2004. Notice of the SEPA Determination and public hearing was published in the "Columbian" Newspaper on October 20, 2004.

### **Public Comments:**

No public comments had been received at the issuance of this report.

### **Project Overview**

The subject property is located at 4309 NE 92<sup>nd</sup> Avenue. The property is zoned R1-6, and surrounding properties are zoned R1-6 and R-18. The site contains one existing residence with an attached garage, and several outbuildings. The existing home will remain on-site, and the attached garage will be removed and rebuilt, or moved to meet the required setbacks. All of the outbuildings will be removed. The applicant is requesting to subdivide the approximate 2.6-acre parcel into 15 single-family residential lots. The applicant is also requesting a variance to reduce the garage setback from the temporary turn-around for lots 11 and 12.

### **Comprehensive Plan, Zoning and Current Land Use**

<b>Compass</b>	<b>Comp Plan</b>	<b>Zoning</b>	<b>Current Land Use</b>
Site	UL	R1-6	Single-family residence
North	UL	R1-6	Kramer's Place
East	UL, MU	R1-6, R-18	Single-family residences
South	UM	R-18	Single-family residence
West	UL	R1-6	Single-family residence

## Staff Analysis

Staff first analyzed the proposal in light of the 16 topics from the Environmental Checklist (see list below). The purpose of this analysis was to identify any potential adverse environmental impacts that may occur without the benefit of protection found within existing ordinances.

- |                                 |  |
|---------------------------------|--|
| 1. Earth                        | 9. Housing                             |
| 2. Air                          | 10. Aesthetics                         |
| 3. Water                        | 11. Light and Glare                    |
| 4. Plants                       | 12. Recreation                         |
| 5. Animals                      | 13. Historic and Cultural Preservation |
| 6. Energy and Natural Resources | 14. Transportation                     |
| 7. Environmental Health         | 15. Public Services                    |
| 8. Land and Shoreline Use       | 16. Utilities                          |

Then staff reviewed the proposal for compliance with applicable code criteria and standards in order to determine whether all potential impacts will be mitigated by the requirements of the code.

Staff's analysis also reflects review of agency and public comments received during the comment period, and knowledge gained through a site visit.

### Major Issues:

Only the major issues, errors in the development proposal, and/or justification for any conditions of approval are discussed below. Staff finds that all other aspects of this proposed development comply with the applicable code requirements, and, therefore, are not discussed below.

### LAND USE:

#### Finding 1

CCC 40.200.070(B)(3) requires a 15-foot setback for garages from temporary turnaround easements. The applicant has requested a variance to reduce the required garage setback on lots 11 and 12 from 15 feet to 11.25 feet (See Exhibit 7, Tab 7). According to CCC 40.550.020(A)(4), this request shall be combined with the subdivision application and reviewed under a Type III process.

In order to grant approval of the variance, CCC 40.550.020(A)(3) requires that the examiner find, based on substantial evidence in the record, that the applicant has sustained the burden of proving the variance(s) complies with all of the following:

- a. Granting the variance(s) will not substantially detract from the livability or appearance of a residential area or from the desired character of a nonresidential area, or the variance(s) will substantially enhance the livability or appearance of a residential area or the desired character of a nonresidential area, such as by preserving or protecting significant natural, scenic, historic, cultural, open space or energy resources;

*The applicant proposes to encroach into the required setback by 3.75 feet. Staff finds that this will not result in a difference perceptible to the eyes of neighbors or the public, and therefore will not substantially detract from the livability or appearance of the residential area. Therefore criterion (3)(a) is met.*

- b. If variances to more than one (1) regulation are being requested, the cumulative effect of the variances shall be consistent with the purpose of the zone in which the site is situated;

*A variance to only one standard is requested, therefore there will be no cumulative effect. Therefore criterion (3)(b) is met.*

- c. Adverse impacts resulting from the variance(s) are mitigated to the extent practical;

*Staff finds that the variance will not result in any adverse impacts. Therefore criterion (3)(c) is met.*

- d. The variance(s) does not substantially impair or impede the availability or safety of access that would otherwise exist for vehicles or for pedestrians, or alternative access is provided.

*Staff does not find that granting the variance would impact pedestrian or vehicular access, circulation, or safety because the garages will be separated from the temporary turnaround by 11.25 feet. Lots 11 and 12 are situated at the end of the temporary turn-around, and will constitute the majority of the traffic in this area of the site. There is no through traffic to impact by reducing the garage setback. Therefore, staff finds that criterion (3)(d) has been met.*

Based on the above review, staff recommends that the examiner **approve** the applicant's request to reduce the required garage setback on lots 11 and 12 from 15 feet to 11.25 feet.

In order to ensure compliance at the time of building permit application, a note shall be recorded on the final plat indicating the 11.25-foot setback for these lots. (See Condition A-1)

#### Finding 2

All accessory structures shall be removed prior to final plat approval. The attached garage on Lot 2 shall either be removed or moved to meet the required setbacks for the R1-6 zone. (See Condition A-2)

#### Finding 3

According to CCC 40.520.040(A)(4)(f), land divisions are exempt from site plan review provided the applicable site plan review standards are met. Because of the zoning of the subject property and the abutting property, the landscaping standards of CCC 40.320 would apply to this development.

Table 40.320.010-1 establishes minimum buffer and landscaping requirements. Where the subject property abuts R-18 zoning to the south, a minimum 5-foot buffer

landscaped to an L3 landscaping standard is required. The applicant has not submitted a landscape plan, but it does appear that sufficient room exists on the plan in order to comply with this requirement. Therefore, prior to final plat approval the applicant shall submit a landscape plan that provides a minimum 5-foot buffer landscaped to an L3 landscape standard along the southern boundaries of Lots 3, 4, 5, 6, 11, & 12. (See Condition A-3)

The landscape buffers shall be delineated on the final plat. A covenant running with the land shall be recorded with the final plat that requires the owners of lots containing the required landscape buffers to maintain the landscaping in accordance with the approved final landscape plan. (See Condition A-4)

The required landscaping shall be installed prior to issuance of occupancy permits for each lot. (See Condition C-1)

#### Finding 4

With conditions of approval, staff finds the proposed land division will make appropriate provisions for the public health, safety, and general welfare of the community. Extension and connection of proposed residences to public sewer and water, as well as treatment of any future increase of stormwater runoff, will be provided, to protect groundwater supply and integrity. Impact fees will also be required to contribute a proportionate share toward the costs of school, park and transportation provisions, maintenance and services.

### **TRANSPORTATION CONCURRENCY:**

County concurrency staff has reviewed the proposed Kramer South Subdivision, consisting of 15 single family lots, including one existing home to remain. The proposed development is located south of NE 92<sup>nd</sup> Street, east of NE 45th Avenue. The applicant's traffic study has estimated the weekday AM peak hour trip generation at 11 new trips, while the PM peak hour trip generation is estimated at 15 trips. The following paragraphs document two transportation issues for the proposed development.

#### **Issue #1: Concurrency**

The applicant submitted a traffic study for this proposal in accordance with CCC 40.350.020B and is required to meet the standards established in CCC 41.350.020G for corridors and intersections of regional significance. The County's Traffix<sup>TM</sup> model includes the intersections of regional significance in the area and the County's model was used to evaluate concurrency compliance.

#### **Finding 1 – Site Access**

Level of Service (LOS) standards are not applicable to accesses that are not regionally significant; however, the LOS analysis provides information on the potential congestion and safety problems that may occur at the site access onto NE 99<sup>th</sup> Street and NE 88<sup>th</sup> Street. The accesses appear to maintain acceptable LOS.

#### **Finding 2 – Operating LOS on Corridors**

The proposed development was subject to concurrency modeling. The modeling results indicate that the operating levels comply with travel speed and delay standards. The

applicant should reimburse the County for costs incurred in running the concurrency model. (See condition A-5)

#### Concurrency Compliance

The proposed development complies with the Concurrency Ordinance CCC 40.350.020.

#### **Issue #2: Safety**

Where applicable, a traffic study shall address the following safety issues:

- traffic signal warrant analysis,
- turn lane warrant analysis,
- accident analysis, and
- any other issues associated with highway safety.

Mitigation for off-site safety deficiencies may only be a condition of approval on development in accordance with CCC 40.350.030(B)(6) The code states that “nothing in this section shall be construed to preclude denial of a proposed development where off-site road conditions are inadequate to provide a minimum level of service as specified in Section 40.350.020 or a *significant* traffic or safety hazard *would be caused or materially aggravated* by the proposed development; provided, that the applicant may voluntarily agree to mitigate such direct impacts in accordance with the provisions of RCW 82.02.020.”

#### Finding 3 – Traffic Signal Warrants

Signal warrants are not met at any of the subject intersections analyzed in the applicant’s traffic study.

#### Finding 4 – Historical Accident Situation

The applicant’s traffic study analyzed the accident history at the regionally significant intersections; however, all of the historical accident rates at these intersections are below 1.0 accidents per million entering vehicles. Therefore, mitigation by the applicant is not required.

#### Finding 5 – Traffic Controls During Construction

During site development activities, the public transportation system (roadways, sidewalks, bicycle lanes, etc.) may be temporarily impacted. In order to minimize these impacts and coordinate work occurring in the public right-of-way, the applicant will need to prepare and have approved a Traffic Control Plan. (See condition B-2)

The applicant shall maintain all existing signs within the public right of way within the limits of the development's construction until the public roads have been accepted by the County. The developer shall install and maintain temporary signs where the development's signing and striping plan shows new or modified warning or regulatory signs. New or modified temporary signing shall be installed when any connection is made to the public road network. The developer shall remove the temporary signs immediately after the County installs the permanent signing and striping.

## **TRANSPORTATION:**

### Circulation Plan

#### Finding 1

The provisions of Section CCC 40.350.030 (B)(2), require that the existing road system and the proposed extensions provide adequate cross circulation for serving the proposed subdivision and allow the subsequent developments in the vicinity to meet these standards.

The project site is located north of NE 91<sup>st</sup> Street, between NE 42<sup>nd</sup> Avenue and NE 45<sup>th</sup> Avenue. NE 45<sup>th</sup> Avenue provides access to this site from the north. Currently, the south portion of NE 45<sup>th</sup> is a private gravel road providing access for existing single family homes located to the southeast of the subject development. To the north of NE 92<sup>nd</sup> Street, 45<sup>th</sup> Avenue has been improved to meet Clark County standards as an urban local residential access street. Currently, circulation for the site is limited to NE 45<sup>th</sup> Avenue to the north as circulation to the south (private road) is not available. For the purpose of north circulation, motorists will utilize NE 45<sup>th</sup>, on-site roads within Kennedy Subdivision and then access NE 99<sup>th</sup> Street.

The applicant proposes to install a barricade at the western terminus of the subject development on NE 92<sup>nd</sup>. The applicant has proposed a stub road, NE 43<sup>rd</sup> Avenue, to provide access to lot 3 of SP 2-362. The applicant has stated that the existing 60 foot private road easement to the west of the site through lot 3 of SP 2-179 would be vacated when the lot develops.

NE 94<sup>th</sup> Street, a "Neighborhood Circulator" road, located north of Kramer Subdivision, will provide for east-west cross-circulation in the vicinity of the proposed development. NE 99<sup>th</sup> Street, a four lane minor arterial road, to the north and NE 88<sup>th</sup> Street, a two lane collector road, to the south of the site are primary east-west cross circulation roads in the area. The proposed improvement to NE 92<sup>nd</sup> Street, along with the construction of NE 44<sup>th</sup> Court and NE 43<sup>rd</sup> Avenue will provide cross circulation within the site, allow the subsequent developments in the vicinity to meet circulation standards, and provide connectivity to the existing roads. Therefore, the proposed project meets the requirement of the circulation plan in compliance with Section CCC 40.350.030 (B) (2).

### Roads

#### Finding 2

The proposed construction of a half street improvement along NE 92<sup>nd</sup> Street, classified as "Local Residential" road shall be constructed based on the following minimum requirements:

A minimum half-width right of way of 23 feet; a minimum roadway pavement of 14 feet; curb & gutter; minimum sidewalk width of 5 feet. (See Standard Drawing # 14).

The applicant proposes to complete the southern half of NE 92<sup>nd</sup> Street. The northern half of the road has already been constructed as part of the Kramer's Place Subdivision.

This development proposes to dedicate 17-feet of additional right of way since the Kramer's Place Subdivision dedicated 29 feet of right of way. Staff finds adequate right of way width to construct 92<sup>nd</sup> Street according to design criteria for local residential access roads.

The proposed extension of NE 43<sup>rd</sup> Avenue to the south of the site shall be constructed based on the following minimum requirements:

A minimum right of way 46 feet; a minimum roadway pavement of 28 feet; curb & gutter; minimum sidewalk width of 5 feet on both sides. (See Standard Drawing # 14).

The proposed short cul-de-sac road NE 44<sup>th</sup> Court shall be constructed based on the following minimum requirements:

A minimum right of way 42 feet; a minimum roadway pavement of 24 feet; rolled curb & gutter AND attached thickened sidewalk per Standard Plan F18b, minimum sidewalk width of 5 feet; .(see Standard Drawing # 29).

The proposed plans show the cul-de-sac bulb dimension with an "L" curb & gutter. The proposed short cul-de-sac shall have attached thickened sidewalk per Standard Plan F18b. (See Condition A-13)

### Finding 3

The proposed extension of NE 43<sup>rd</sup> Avenue, south of NE 92<sup>nd</sup> Street exceeds 150 feet in length. In accordance with Section CCC 40.350.030 (B)(9), a temporary turnaround shall be constructed at the terminus of a road that is more than 150 feet in length and temporarily terminates at the property line. (See Condition A-14)

The plans show both a road stub with a barricade and temporary turnaround easement with a 45-foot radius at the terminus of NE 43<sup>rd</sup> Avenue. The parcel to the south is approximately 1.85 acres and has potential for redevelopment. However, until such time, the proposed temporary cul-de-sac provides an adequate turnaround. Future extension of NE 43<sup>rd</sup> Avenue to the south would improve circulation in the area by providing access to NE 88<sup>th</sup> Street.

The applicant's plan shows a cross section for an Urban Local Residential Access road with a 16-inch cement concrete vertical or rolled curb & gutter. The proposed curb & gutter shall be constructed according to the standard curb type E-1 or A-1 per standard plan F18 or with a rolled curb and thickened edge sidewalk per standard plan F18b. (See Condition A-15)

In compliance with CCC 40.350.030 (C) (4), a barricade shall be placed across proposed 92<sup>nd</sup> Street at its western terminus, to prevent traffic from using the existing private roadway to the west of the subject site. The effort shall be coordinated with the property owners of Tax Lots 1/7 and Lot 3 SP 2-179. The location of the barricade/s and/or fences shall be reviewed and approved by the County engineering staff and the County Fire Marshal. (See Condition A-16)

As discussed earlier, a portion of NE 45<sup>th</sup> Avenue south of the proposed development is a private road. The road is used by existing homes located along NE 45<sup>th</sup> Avenue and north of NE 88<sup>th</sup> Street. A barricade shall be placed across existing NE 45<sup>th</sup> Avenue, to prevent traffic from using the southern private portion of the road. (See Condition A-17) The barricade will remain until further decision is made on the issues regarding the existing private road.

### Access

#### Finding 4

The applicant has proposed to construct on-site roads including a short cul-de-sac road (NE 44<sup>th</sup> CT) and an extension of 43<sup>rd</sup> Avenue to the south boundary of the development site to provide access to the proposed fifteen lots. The proposed short cul-de-sac is a 24-foot paved road with 5-foot sidewalk on both sides within 42 feet of right of way. The northern portion of NE 44<sup>th</sup> Avenue has been constructed as part of Kramer's Place Subdivision according to design criteria for Local Residential Access Roads with 28-feet of pavement within 46-feet of right of way. The proposed NE 44<sup>th</sup> Court has a 4-foot offset with NE 44<sup>th</sup> Avenue.

#### Finding 5 – Sight Distance

The applicant has submitted a Transportation Impact Study, prepared by Kelly Engineering. The study indicates that sight distance was measured at intersections on NE 99<sup>th</sup> Street and NE 88<sup>th</sup> Street and was found to be adequate. With posted speed of 35 miles per hour on both streets, a minimum of 350 feet of sight distance is required.

#### Finding 6 – Pedestrian/Bicycle Circulation

Pedestrian circulation facilities in compliance with the Americans with Disabilities Act are required in accordance with Section CCC 40.350.010 (A)-(C). The development plans show sidewalk along the south side of NE 92<sup>nd</sup> Street and along both sides of the proposed onsite roads, NE 44<sup>th</sup> Court and NE 43<sup>rd</sup> Avenue. Bike lanes are not required for urban access roads. The proposed pedestrian / bicycle circulation is in compliance with the CCC 40.350.

### Road Modifications

There are no road modifications associated with this proposal.

#### Pedestrian/Bicycle Circulation

Currently, sidewalks and bike lanes are available on NE 99<sup>th</sup> Street and NE St. Johns Road. This project proposes to construct sidewalks along NE 92<sup>nd</sup> Avenue and internal streets of the development. Staff finds the proposed plan feasible and adequate.

### Conclusions (Transportation)

#### Transportation Plan

Based upon the development site characteristics, the proposed transportation plan, the requirements of the County's transportation ordinance, and the findings above, staff concludes that the proposed preliminary transportation plan, subject to conditions **A-13 through A-17**, meets the requirements of the county transportation ordinance.

## **STORMWATER:**

### Finding 1

The Stormwater and Erosion Control Ordinance, CCC 40.380, adopted July 28, 2000, applies to development activities that result in 2,000 square feet or more of new impervious area within the urban area; the platting of single-family residential subdivisions in an urban area; and all land disturbing activities, except those exempted in Section CCC 40.380.030.

The proposed development will create more than 2,000 square feet of impervious surface (roofs, driveways, and roads & sidewalks). Approximately 1.19 acres of new impervious surface areas will be created when the development is completed.

The erosion control ordinance is intended to minimize the potential for erosion and a plan is required for all projects meeting the applicability criteria listed in CCC 40.380.020. This project is subject to the erosion control ordinance.

### Finding 2 – Stormwater Proposal:

The applicant proposes a system consisting of a Stormwater Management, Inc., “Stormfilter Vault” unit to provide water quality treatment for pollution generating surfaces including the 340 feet of new roadway and the widening of NE 92<sup>nd</sup> Street. In accordance with Section 40.380 of the Stormwater & Erosion Control Ordinance, infiltration of 100 year storm event is the proposed method for stormwater disposal from the developed site. The applicant proposes to achieve stormwater quantity control through storage provided in two drywells and associated perforated pipe system. The applicant proposes to use one 6’ x 12’ “Stormwater Vault” unit equipped with eight (8) filter cartridges to provide water quality treatment.

### Finding 3 – Site Conditions and Stormwater Issues

The site generally consists of open field, grass, shrubs, and trees. Site slopes range from approximately 0 to 5 percent. With the exception of an existing single-family home and one shed, the site is currently undeveloped. The existing home will remain but the shed and an existing driveway will be removed prior to the construction.

Natural Resource Conservation Service (NRCS, formerly SCS) mapping shows the site to be underlain by 100% Hillsboro soils (HoB), classified by AASHTO as A-4 soils. These soils are also classified as hydrologic soil group “B”. The Stormwater and Erosion Control Ordinance, CCC 40.380, lists A-4 soils as unsuitable for infiltration. The applicant has submitted a soil infiltration investigation report prepared by Deep River Geotechnical Services, dated April 7, 2004.

Limited laboratory grain size analysis has also been performed on soil samples from three locations where soil testing was performed in the field. The results of these tests have been used to classify the soil according to the American Association of State Highway and Transportation Officials (AASHTO) classification system. The Report has classified the soils from the three test locations as A-3 which is listed in CCC 40.380 as suitable soils for infiltration. The report provides infiltration test results at two locations to be estimated at 128 inches per hour at T-1 and 180 inches per hour at T-3. The

report recommended a design infiltration rate of 50 inches per hour in the sand layer at depths of 10.5 to 13.5 feet.

The preliminary stormwater plan indicates that a factor of safety of 2 is used to evaluate the performance of the infiltration bed. The infiltration tests for other developments in this area obtained significantly different results for infiltration rates. Infiltration tests within Avalon Hills (PLD2001-00032) showed the soil infiltration rate of 29.6 inches per hour at a depth of 10.1 feet and 23.9 inches per hour at the depth of 9 feet. Maplegate East (PLD2001-000) showed an infiltration rate of 18.5 inches per hour at a depth of 12.5 feet, 49.5 inches per hour at the depth of 11 feet, and 47.8 inches per hour at the depth of 11.5 feet. Kramer Place (PLD20001-00055) obtained a soil infiltration rate of 24 inches per hour at the depth of 12 to 13 feet.

Staff remains concerned about the long-term feasibility of the proposed stormwater infiltration facility. Grading of the site will have a substantial impact on the physical characteristics of the soil layers and the natural drainage through these soils. As part of a stormwater facility infiltration investigation, Columbia West Engineering, Inc. performed an infiltration investigation for the existing stormwater facility at the Kennedy / Kramer's Place subdivisions. The Kennedy subdivision is located northeast of Kramer's Place and Kramer's Place is located north of the proposed Kramer South Subdivision.

The primary purpose of the infiltration investigation was to respond to Clark County Department of Community Development's request to supplement the previous data and provide additional updated infiltration information. The infiltration test from four locations in the stormwater facility resulted in an average rate of infiltration of 1.125 inches per hour. The soil test encountered groundwater at elevation of 244.5 feet above mean sea level. In order to ensure that the proposed stormwater infiltration system will function as designed, the infiltration rate used in the final stormwater analysis shall be verified during the construction of the stormwater facilities. In accordance with CCC 40.380.040 (C) (1), the infiltration investigation report shall be prepared by a qualified geotechnical engineer through both approved testing and laboratory testing. (See Condition A-18)

Groundwater elevations at an approximate depth of 20 to 25 feet below ground surface have been observed by several geotechnical investigations in this area. This is generally consistent with Clark County generalized water table altitude maps showing the groundwater table in this area at an elevation of 240 feet. Groundwater levels may vary seasonally. The infiltration rates do not apply if the ground water table should rise within the depth of the infiltration system. The applicant shall conduct further tests to determine the elevation of the high groundwater table since the groundwater significantly impacts the rate of infiltration. Furthermore, groundwater mounding analysis shall be performed to ensure that increased underground flow due to the excessive infiltration in a short period of time does not adversely impact the properties and/or the proposed lots in low areas. (See Condition A-19)

Because the proposed development site is located within a closed depression, the final stormwater plan shall be prepared based on the closed depression analysis performed in accordance with Section III-1.5 of the Stormwater Management for Puget Sound Basin manual. (See Condition A-20)

Clark County has experienced numerous infiltration system failures in facilities located within Hillsboro silt loams. In case of failure of the proposed infiltration facilities, which has occurred in this area before, the project shall install an emergency overflow structure connected to a suitable point of disposal. The applicant has stated that an overflow pipe would be connected to the existing Kennedy / Kramer's / Avalon Subdivision stormwater facility, located northeast of the proposed development. This Master Stormwater Facility was constructed to serve the Kennedy, Kramer's Place, and Avalon Hills subdivisions. The applicant for the Kramer South Subdivision shall secure an agreement with the owners of the existing stormwater facility to allow stormwater runoff from the proposed development. (See Condition A-21)

The Four subdivision projects in the immediate area (Kramer Place, Kennedy, Avalon Hills and Fairfield) have jointly installed an emergency overflow pipe within the right-of-way of NE 94<sup>th</sup> Street. Staff recommends installing a gravity overflow line to the nearest point of connection to the emergency overflow pipe. The overflow line is under warranty to the developers of four projects and has not gained final acceptance by the county. The applicant for the Kramer South Subdivision shall secure an agreement with the owners of the existing emergency overflow pipe allowing them to connect or provide another overflow system acceptable to Clark County. The applicant shall provide an easement for all portions of this line which cross private property. (See Condition A-22)

During the construction of the stormwater facility, the infiltration rate used in the preliminary stormwater analysis shall be verified for all locations where infiltration into the ground is proposed. (See Condition A-23)

Additional land shall be allocated to accommodate a larger stormwater facility, if found necessary. (See Condition A-24)

Off-site analysis in compliance with Section CCC 40.380.040 (B) shall be performed to include information on the capacity of the system receiving stormwater from any emergency outfall pipe which may be required. If required, the report shall be included in the Technical Information Report (T.I.R). (See Condition A-25)

#### Conclusion (Stormwater)

Based upon the development site characteristics, the proposed stormwater plan, the requirements of the County's stormwater ordinance, and findings above, staff concludes that the proposed preliminary stormwater plan, subject to conditions **A-18 to A-25**, is feasible. Therefore, the requirements of the preliminary plan review criteria are satisfied.

#### **FIRE PROTECTION:**

##### Fire Protection Finding 1 – Fire Marshal Review

This application was reviewed by Tom Scott in the Fire Marshal's Office. Tom can be reached at (360) 397-2375 x4095 or 3323. Information can be faxed to Tom at (360) 759-6063. Where there are difficulties in meeting these conditions or if additional information is required, contact Tom in the Fire Marshal's office immediately.

#### Fire Protection Finding 2 – Building Construction

Building construction occurring subsequent to this application shall be in accordance with the provisions of the county's building and fire codes. Additional specific requirements may be made at the time of building construction as a result of the permit review and approval process. (See Condition B-3)

#### Fire Protection Finding 3 – Fire Flow

Fire flow in the amount of 1,000 gallons per minute supplied at 20 psi for a 60-minute duration is required for this application. The required fire flow is available at the site. Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to final plat approval. (See Condition A-6)

#### Fire Protection Finding 4 – Fire Hydrants

Fire hydrants are required for this application. Either the indicated number or the spacing of the fire hydrants is inadequate. The applicant shall provide fire hydrants such that the maximum spacing between hydrants does not exceed 700 feet and such that no lot or parcel is in excess of 500 feet from a fire hydrant as measured along approved fire apparatus access roads. (See Condition A-7)

Fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. The local fire district chief approves the exact locations of fire hydrants. As a condition of approval, the applicant shall contact the Vancouver Fire Department at 360-696-8166 to arrange for location approval. The applicant shall provide and maintain a six-foot clear space completely around every fire hydrant. (See Conditions A-8, A-9 and A-10)

#### Fire Protection Finding 5 – Fire Apparatus Access

Fire apparatus access is required for this application. The roadways and maneuvering areas as indicated in the application meet the requirements of the Clark County Road Standards. The applicant shall provide an unobstructed vertical clearance of not less than 13.5 feet, with an all weather driving surface capable of supporting the imposed loads of fire apparatus. (See Condition A-11)

#### Fire Protection Finding 6 – Fire Apparatus Turnarounds

Approved fire apparatus turnarounds are required for this project. The applicant shall provide a temporary cul-de-sac turnaround constructed in accordance with the Clark County Road Standards at the south terminus of NE 43<sup>rd</sup> Avenue. (See Condition A-12)

### **WATER & SEWER SERVICE:**

#### Finding 1

The site will be served by Clark Public Utilities and Hazel Dell Sewer District. Letters from the above districts confirm that services are available to the site.

According to the Utility Review Letter issued by Clark Public Utilities (Ex. 7, Tab 13), This project is within the lower pressure limits of their pressure zone. While the minimum state required pressure will be supplied, the potential lot owners should be aware. Therefore, Clark Public Utilities requests that the following note be recorded on the final plat:

“The water pressure in this area will meet the minimum state requirements. Some lots in this plat are within the lower pressure limits of the water pressure zone with respect to elevation. As adequate pressure is subject to the user, private water boosters are recommended for lots with the lower pressure limit.”

(See Condition D-4)

#### Finding 2

Submittal of a “Health Department Evaluation Letter” is required as part of the Final Construction Plan Review application. If the Evaluation Letter specifies that an acceptable “Health Department Final Approval Letter” must be submitted, the Evaluation Letter will specify the timing of when the Final Approval Letter must be submitted to the county (e.g., at Final Construction Plan Review, Final Plat Review or prior to occupancy). The Health Department Evaluation Letter will serve as confirmation that the Health Department conducted an evaluation of the site to determine if existing wells or septic systems are on the site, and whether any structures on the site have been/are hooked up to water and/or sewer. The Health Department Final Approval Letter will confirm that all existing wells and/or septic systems have been abandoned, inspected and approved by the Health Department (if applicable). (See condition E-2)

#### **IMPACT FEES:**

#### Finding 1

Park (PIF), Traffic (TIF), and School (SIF) Impact Fees shall apply to the lots within this development. The site is within Park Facility Plan District No. 8 which has a total PIF of \$1,800.00 per lot (Acquisition - \$1,360.00, Development - \$440.00), the Hazel Dell Traffic District which has a TIF of \$1,325.92 per lot, and the Battle Ground School District which has a SIF of \$3,000.00 per lot. (See Conditions B-1 and D-3)

If a building permit application is received more than three years following the preliminary plat approval, the Impact Fees will be recalculated according to the then current ordinance. This shall be noted on the face of the final plat. (See Conditions B-1 and D-3)

### **SEPA DETERMINATION**

As lead agency under the State Environmental Policy Act (SEPA) Rules [Chapter 197-11, Washington Administrative Code (WAC)], Clark County must determine if there are possible significant adverse environmental impacts associated with this proposal. The options include the following:

- **DS = Determination of Significance** (The impacts cannot be mitigated through conditions of approval and, therefore, requiring the preparation of an Environmental Impact Statement (EIS);

- **MDNS = Mitigated Determination of Non-Significance** (The impacts can be addressed through conditions of approval), or;
- **DNS = Determination of Non-Significance** (The impacts can be addressed by applying the County Code).

## **Determination:**

**Determination of Non-Significance (DNS).** Clark County, as lead agency for review of this proposal, has determined that this proposal does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030 (2) (e). This decision was made after review of a completed environmental checklist and other information on file with the County.

## **Date of Publication & Comment Period:**

Publication date of this DNS is October 20, 2004 and is issued under WAC 197-11-340. The lead agency will not act on this proposal until the close of the 14-day comment period, which ends on November 3, 2004.

<p align="center"><b><u>Public Comment Deadline:</u></b> <b>November 3, 2004</b></p>
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## **SEPA Appeal Process:**

An **appeal** of this SEPA determination and any required mitigation must be filed with the Department of Community Development within fourteen (14) calendar days from the date of this notice. The SEPA appeal fee is **\$186**.

A **procedural appeal** is an appeal of the determination (i.e., determination of significance, determination of non-significance, or mitigated determination of non-significance). A **substantive appeal** is an appeal of the conditions required to mitigate for probable significant issues not adequately addressed by existing County Code or other law.

*Issues of compliance with existing approval standards and criteria can still be addressed in the public hearing without an appeal of this SEPA determination.*

Both the **procedural and substantive appeals** must be filed within fourteen (14) calendar days of this determination. Such appeals will be considered in the scheduled public hearing and decided by the Hearing Examiner in a subsequent written decision.

Appeals must be in writing and contain the following information:

1. The case number designated by the County and the name of the applicant;
2. The name and signature of each person or group (petitioners) and a statement showing that each petitioner is entitled to file an appeal as described under Section 40.510.030(H) of the Clark County Code. If multiple parties file a single petition for review, the petition shall designate one party as the contact representative with the

Development Services Manager. All contact with the Development Services Manager regarding the petition, including notice, shall be with this contact person;

3. A brief statement describing why the SEPA determination is in error.

The decision of the Hearing Examiner on any SEPA procedural appeal can not be appealed to the Board of County Commissioners, but must pursue judicial review.

**Staff Contact Person:** Dan Carlson, (360) 397-2375, ext. 4499.  
Susan Ellinger, (360) 397-2375, ext. 4272.

**Responsible Official:** Michael V. Butts

**Public Service Center  
Department of Community Development  
1300 Franklin Street  
P.O. Box 9810  
Vancouver, WA 98666-9810  
Phone: (360) 397-2375; Fax: (360) 397-2011  
Web Page at: <http://www.co.clark.wa.us>**

## **RECOMMENDATION**

Based upon the proposed plan (identified as Exhibit 5) and the findings and conclusions stated above, staff recommends the Hearings Examiner **APPROVE** this request, subject to the understanding that the applicant is required to adhere to all applicable codes and laws, and is subject to the following conditions of approval:

## **Conditions of Approval**

**A. Conditions that must be met prior to Final Plat approval and recording; or if improvements are approved by the county for bonding or other secure method, such conditions shall be met prior to issuance of Building Permits per CCC, Sections 40.350.030(C)(4)(i) & (j) and 40.380.040N.**

**A-1** A note shall be recorded on the final plat indicating the 11.25-foot setback for garages on Lots 11 and 12. (See Land Use Finding 1)

- A-2** All accessory structures shall be removed prior to final plat approval. The attached garage on Lot 2 shall either be removed or moved to meet the required setbacks for the R1-6 zone. (See Land Use Finding 2)
- A-3** The applicant shall submit a landscape plan that provides a minimum 5-foot buffer landscaped to an L3 landscape standard along the southern boundaries of Lots 3, 4, 5, 6, 11, & 12. (See Land Use Finding 3)
- A-4** Landscape buffers shall be delineated on the final plat. A covenant running with the land shall be recorded with the final plat that requires the owners of lots containing the required landscape buffers to maintain the landscaping in accordance with the approved final landscape plan. (See Land Use Finding 3)
- A-5** The applicant shall reimburse the County for the cost of concurrency modeling incurred in determining the impact of the proposed development, in an amount not to exceed \$1,000. The reimbursement shall be made within 60 days of issuance of the Staff Report with evidence of payment presented to staff at Clark County Public Works. (See Transportation Concurrency Finding 2)
- A-6** Water mains supplying fire flow and fire hydrants shall be installed, approved and operational prior to final plat approval. (See Fire Protection Finding 3)
- A-7** The applicant shall provide fire hydrants such that the maximum spacing between hydrants does not exceed 700 feet and such that no lot or parcel is in excess of 500 feet from a fire hydrant as measured along approved fire apparatus access roads. (See Fire Protection Finding 4)
- A-8** Fire hydrants shall be provided with appropriate 'storz' adapters for the pumper connection. (See Fire Protection Finding 4)
- A-9** The local fire district chief approves the exact locations of fire hydrants. As a condition of approval, the applicant shall contact the Vancouver Fire Department at 360-696-8166 to arrange for location approval. (See Fire Protection Finding 4)
- A-10** The applicant shall provide and maintain a six-foot clear space completely around every fire hydrant. (See Fire Protection Finding 4)
- A-11** The applicant shall provide an unobstructed vertical clearance of not less than 13.5 feet, with an all weather driving surface capable of supporting the imposed loads of fire apparatus. (See Fire Protection Finding 5)
- A-12** The applicant shall provide a temporary cul-de-sac turnaround constructed in accordance with the Clark County Road Standards at the south terminus of NE 43<sup>rd</sup> Avenue. (See Fire Protection Finding 6)
- A-13** The proposed short cul-de-sac shall have attached thickened sidewalk per Standard Plan F18b. (See Transportation Finding 2)

- A-14** In accordance with Section CCC 40.350.030 (B)(9), a temporary turnaround shall be constructed at the terminus of NE 43<sup>rd</sup> Avenue because it is a road that is more than 150 feet in length and temporarily terminates at the property line. (See Transportation Finding 3)
- A-15** The proposed curb & gutter shall be constructed according to standard curb type E-1 or A-1 per standard plan F18 or rolled curb and thickened edge sidewalk per standard plan F18b. (See Transportation Finding 3)
- A-16** The effort to install a barricade across proposed 92<sup>nd</sup> Street at its western terminus shall be coordinated with the property owners of Tax Lots 1/7 and Lot 3 SP 2-179. The location of the barricade/s and/or fences shall be reviewed and approved by the County engineering staff and the County Fire Marshal. (See Transportation Finding 3)
- A-17** A barricade shall be placed across existing NE 45<sup>th</sup> Avenue, to prevent traffic from using the southern private portion of the road. (See Transportation Finding 3)
- A-18** In order to ensure that the proposed stormwater infiltration system will function as designed, the infiltration rate used in the final stormwater analysis shall be verified during the construction of the stormwater facilities. In accordance with CCC 40.380.040 (C) (1), the infiltration investigation report shall be prepared by a qualified geotechnical engineer through both approved testing and laboratory testing. (See Stormwater Finding 3)
- A-19** The applicant shall conduct further tests to determine elevation of high groundwater table to be determined for the final design. Groundwater mounding analysis shall be performed to ensure that increased underground flow due to the excessive infiltration in a short period of time does not adversely impact the properties and/or the proposed lots in low areas. (See Stormwater Finding 3)
- A-20** The final stormwater plan shall be prepared based on the closed depression analysis performed in accordance with Section III-1.5 of the Stormwater Management for Puget Sound Basin manual. (See Stormwater Finding 3)
- A-21** The applicant for the Kramer South Subdivision shall secure an agreement with the owners of the existing stormwater facility to allow stormwater runoff from the proposed development. (See Stormwater Finding 3)
- A-22** The applicant for the Kramer South Subdivision shall secure an agreement with the owners of the existing emergency overflow pipe allowing them to connect or provide another overflow system acceptable to Clark County. The applicant shall provide an easement for all portions of this line which cross private property. (See Stormwater Finding 3)
- A-23** During the construction of the stormwater facility, the infiltration rate used in the preliminary stormwater analysis shall be verified for all locations where infiltration into the ground is proposed. (See Stormwater Finding 3)

- A-24** Additional land shall be allocated to accommodate a larger stormwater facility, if found necessary. (See Stormwater Finding 3)
- A-25** Off-site analysis in compliance with Section CCC 40.380.040 (B) shall be performed to include information on the capacity of the system receiving stormwater from any emergency outfall pipe which may be required. If required, the report shall be included in the Technical Information Report (TIR). (See Stormwater Finding 3)

## **B. Conditions that must be met prior to issuance of Building Permits**

- B-1** Impact fees shall be paid prior to issuance of a building permit for each lot as follows:

- Park Impact Fees: \$1,800.00 (Park District No. 8)  
(Acquisition - \$1,360.00. Development - \$440.00)
- Traffic Impact Fees: \$1,325.92 (Hazel Dell TIF sub-area)
- School Impact Fees: \$3,000.00 (Battle Ground School Dist)

If a building permit application is made more than three years following the date of preliminary plat approval, the impact fees shall be recalculated according to the then-current ordinance rate. (See Impact Fee Finding 1)

- B-2** Prior to issuance of any building or grading permits for the development site, the applicant shall obtain written approval from Clark County Department of Public Works of the applicant's Traffic Control Plan (TCP). The TCP shall govern all work within or impacting the public transportation system. (See Transportation Concurrency Finding 5)

- B-3** Building construction occurring subsequent to this application shall be in accordance with the provisions of the county's building and fire codes. Additional specific requirements may be made at the time of building construction as a result of the permit review and approval process. (See Fire Protection Finding 2)

## **C. Conditions that must be met prior to issuance of Occupancy Permits**

- C-1** The required landscaping shall be installed prior to issuance of each occupancy permit for Lots 3, 4, 5, 6, 11, & 12. (See Condition C-1)

## **D. Notes Required on Final Plat**

The following notes shall be placed on the final plat:

**D-1 Archaeological (all plats):**

"If any cultural resources are discovered in the course of undertaking the development activity, the Office of Archaeology and Historic Preservation in Olympia and Clark County Community Development shall be notified. Failure to

comply with these State requirements may constitute a Class C Felony, subject to imprisonment and/or fines."

**D-2 Mobile Homes:**

"Placement of Mobile Homes is prohibited."

**D-3 Impact Fees:**

"In accordance with CCC 40.610, the Park, Traffic, and School Impact Fees for each dwelling in this subdivision are: \$1,800.00 (\$1,360.00 - Acquisition; \$440.00 - Development for Park District No. 8), \$1,325.92 (Hazel Dell TIF sub-area), and \$3,000.00 (Battle Ground School District) respectively. The impact fees for lots on this plat shall be fixed for a period of three years, beginning from the date of preliminary plat approval, dated \_\_\_\_\_, and expiring on \_\_\_\_\_. Impact fees for permits applied for following said expiration date shall be recalculated using the then-current regulations and fees schedule."

**D-4 Water Pressure**

"The water pressure in this area will meet the minimum state requirements. Some lots in this plat are within the lower pressure limits of the water pressure zone with respect to elevation. As adequate pressure is subject to the user, private water boosters are recommended for lots with the lower pressure limit."

**D-5 Utilities:**

"An easement is hereby reserved under and upon the exterior six (6) feet at the front boundary lines of all lots for the installation, construction, renewing, operating and maintaining electric, telephone, TV, cable, water and sanitary sewer services. Also a sidewalk easement as necessary to comply with ADA slope requirements upon the exterior six (6) feet along the front boundary lines of all lots adjacent to public streets."

**D-6 Land Within Wellhead Protection Areas:**

"The dumping of chemicals into the groundwater and the use of excessive fertilizers and pesticides shall be avoided. Homeowners are encouraged to contact the State Wellhead Protection program at (206) 586-9041 or the Washington State Department of Ecology at 800-RECYCLE for more information on groundwater /drinking supply protection."

**D-7 Land Within Wellhead Protection Areas:**

"Building Permits for lots on the plat shall comply with the approved erosion control plan on file with Clark County Building Department and put in place prior to construction."

**D-8 Driveways:**

"All residential driveway approaches entering public roads are required to comply with CCC 40.350."

**D-9 Private Roads:**

"Clark County has no responsibility to improving or maintaining private roads contained within or private roads providing access to this site, and each lot owner

having access to a private road must participate in a private maintenance agreement."

**D-10 Privately Owned Stormwater Facilities:**

"the following parties are responsible for long-term maintenance of the privately owned stormwater facilities: Kimball Hill Homes."

<b>E. Standard Conditions</b>
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This development proposal shall conform to all applicable sections of the Clark County Code. The following conditions shall also apply:

**Land Division:**

- E-1** Within 5 years of preliminary plan approval, a Fully Complete application for Final Plat review shall be submitted.

**Water Wells and Septic Systems:**

- E-2** Submittal of a "Health Department Evaluation Letter" is required as part of the Final Construction Plan Review application. If the Evaluation Letter specifies that an acceptable "Health Department Well/Septic Abandonment Letter" must be submitted, the Evaluation Letter will specify the timing of when the Final Approval Letter must be submitted to the county (e.g., at Final Construction Plan Review, Final Plat Review or prior to occupancy).

**Transportation:**

- E-3** Prior to construction, the applicant shall submit and obtain County approval of a final transportation design in conformance to CCC 40.350.

**Stormwater:**

- E-4** Prior to construction, the applicant shall submit and obtain County approval of a final stormwater plan designed in conformance to CCC 40.380.

**Pre-Construction Conference:**

- E-5** Prior to construction or issuance of any grading or building permits, a pre-construction conference shall be held with the County.

**Erosion Control:**

- E-6** Prior to construction, the applicant shall submit and obtain County approval of a final erosion control plan designed in accordance with CCC 40.380.
- E-7** For land divisions, a copy of the approved erosion control plan shall be submitted to the Chief Building Official prior to final plat recording.

**E-8** Prior to construction, erosion/sediment controls shall be in place. Sediment control facilities shall be installed that will prevent any silt from entering infiltration systems. Sediment controls shall be in place during construction and until all disturbed areas are stabilized and any erosion potential no longer exists.

**E-9** Erosion control facilities shall **not** be removed without County approval.

#### **Excavation and Grading:**

**E-10** Excavation/grading shall be performed in compliance with Appendix Chapter 33 of the Uniform Building Code (UBC).

**E-11** Site excavation/grading shall be accomplished, and drainage facilities shall be provided, in order to ensure that building foundations and footing elevations can comply with CCC 14.04.252.

**Note: Any additional information submitted by the applicant within fourteen (14) calendar days prior to or after issuance of this report, may not be considered due to time constraints. In order for such additional information to be considered, the applicant may be required to request a hearing extension and pay half the original review fee with a maximum fee of \$5,000.**

### **HEARING EXAMINER DECISION AND APPEAL PROCESS**

This report to the Hearing Examiner is a recommendation from the Development Services Division of Clark County, Washington.

The Examiner may adopt, modify or reject this recommendation. The Examiner will render a decision within 14 calendar days of closing the public hearing. The County will mail a copy of the decision to the applicant and neighborhood association within 7 days of receipt from the Hearing Examiner. All parties of record will receive a notice of the final decision within 7 days of receipt from the Hearing Examiner.

An **appeal** of any aspect of the Hearing Examiner's decision, except the SEPA determination (i.e., procedural issues), may be appealed to the Board of County Commissioners only by a party of record. A party of record includes the applicant and those individuals who signed the sign-in sheet or presented oral testimony at the public hearing, and/or submitted written testimony prior to or at the Public Hearing on this matter.

The appeal shall be filed with the Board of County Commissioners, Public Service Center, 1300 Franklin Street, Vancouver, Washington, 98668, within fourteen (14) calendar days from the date the notice of final land use decision is mailed to parties of record.

Any appeal of the final land use decisions shall be in writing and contain the following:

1. The case number designated by the County and the name of the applicant;
2. The name and signature of each person or group (petitioners) and a statement showing that each petitioner is entitled to file an appeal as described under Section 40.510.030(H) of the Clark County Code. If multiple parties file a single petition for review, the petition shall designate one party as the contact representative with the Development Services Manager. All contact with the Development Services Manager regarding the petition, including notice, shall be with this contact person;
3. The specific aspect(s) of the decision and/or SEPA issue being appealed, the reasons why each aspect is in error as a matter of fact or law, and the evidence relied, on to prove the error; and,
4. A check in the amount of **\$279** (made payable to the Clark County Board of County Commissioners).

**Attachments:**

- Copy of SEPA Checklist
- Copy of Vicinity Map
- Copy of Proposed Preliminary Plan
- Exhibit List

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A copy of the approved preliminary plan, SEPA Checklist and Clark County Code are available for review at:

**Public Service Center  
Department of Community Development  
1300 Franklin Street  
P.O. Box 9810  
Vancouver, WA. 98666-9810  
Phone: (360) 397-2375; Fax: (360) 397-2011**

A copy of the Clark County Code is also available on our Web Page at:  
Web Page at: <http://www.clark.wa.gov>